



ADOT STATEWIDE ACCESS MANAGEMENT PLAN



GLOBE DISTRICT – GLOBE AGENCY STAFF WORKSHOP

June 28, 2006 / 3:30 p.m. - 5:00 p.m.

ADOT Globe District Office Conference Room,
US 60, Mile Post No. 253.3, Globe, Arizona

ATTENDANCE

Dale Buskirk, *ADOT, Director*

Bill Leister, *CAAG*

John Beene, *Gila County*

Mark Guereña, *ADOT Globe District*

Consultant Staff in Attendance

Rick Ensdorff, *URS*

Caraly Foreman, *URS*

Christina White, *URS*

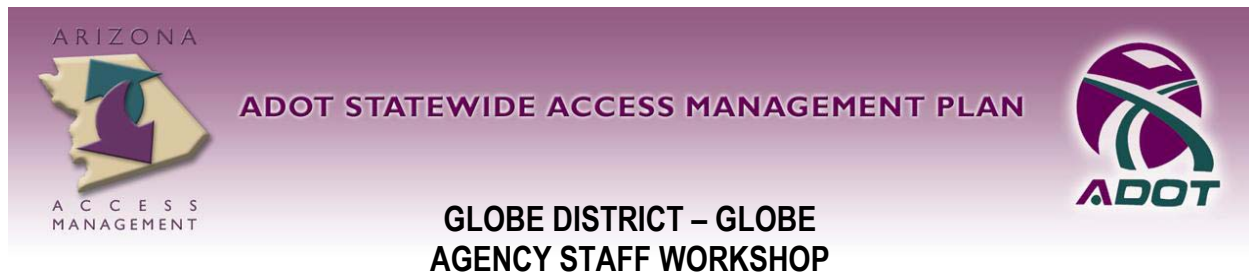
HANDOUTS:

Agency Outreach Meeting – Agenda (1 page)

Conceptual Access Management Decision Flow Chart (1 page)

Arizona Statewide Access Management Program Overview (pamphlet)

Benefits Of A Statewide Access Management Program For Arizona (pamphlet)



MEETING SUMMARY

An Agency Staff Workshop of the Statewide Access Management Program project was held on June 28, 2006 at the ADOT Globe District Office Conference Room, US 60, Mile Post No. 253.3, in Globe, Arizona.

1. Introductions

Dale Buskirk, ADOT Director, began introductions and gave some information on what the project means, and the importance of stakeholder participation. He mentioned that one way of accommodating growth is through an implemental program. He emphasized that the access management program was not a plan. It will help communities deal with growth from development. It has been very methodical and as inclusive as possible. Once a draft classification system is developed, ADOT will be coming back to local agencies for comment and feedback.

Bill Leister commented that he has invited Rick Ensdorff to speak about access management at the Rural Transportation Summit in September.

Rick Ensdorff asked the attendants to go around the room and introduce themselves. He then gave a quick background of his professional experience. He presented a brief summary of why the program is needed, and talked about the importance and benefits of Access Management Program, how we got to where we are, and provided samples of other efforts like State of Colorado and New Mexico, and the objective of access management. Rick Ensdorff stressed that in order for this project to work; it would require input from all agencies and would need to be a partnership between the local agencies and ADOT. He also encouraged participation at any time during the presentation.

2. PowerPoint Presentation

A PowerPoint presentation, which is also available on the project's website, was presented and discussed the following:

- What is Access Management
- Access Features Typically Managed
- Benefits of Access Management
- NHCPR Report 420-Impacts of Access Management Techniques
- Crashes in Arizona, 2003, Access Related Crashes in Arizona
- Policy Initiative
- Arizona Access Management Program Work Flow Diagram and Schedule



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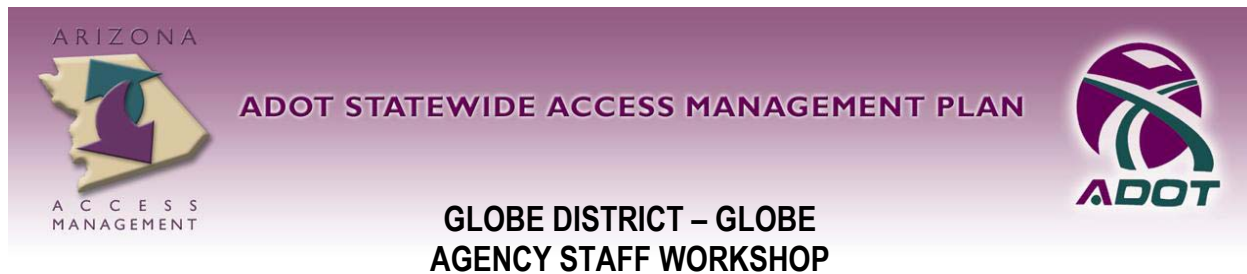
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- Access Decisions:
 - Access Permitting Process
 - Planning
 - Local Agencies
 - ADOT Construction Practices
 - Arizona Highway Projects
 - Right of Way Activities
 - Transportation Board
 - Traffic and Safety Programs
- Vision Statement
- Program Objectives
- Local Agency Perspective on Access Management
- How a Statewide Access Management Program will work.
- Conceptual Access Management Decision Flow Chart
- ADOT/Local Agency Coordination
- Classification System
- Access Classifications: The Heart of the Program
- Hierarchy of Access Classifications
- Access Classification Considerations
- Colorado Classification System
- Key Design Elements
- Waiver/Variance Process
- Other Considerations: Access Management Plans, Interim Permit Approval
- Brief Your Local Officials
- Business and Development Community Participation
- District Agency Outreach

The project's Vision Statement was discussed. Rick Ensdorff explained that we need to have a framework but it needs flexibility and a way to deal with "gray areas". Keep the program consistent and reliable while allowing local flexibility to manage access decisions over time. Critical to the success of this program is partnerships and a consistent approach to access management.

Rick Ensdorff went on to discuss the Technical Advisory Committee (TAC) establishment and composition. The TAC involves representatives from the following agencies, including ADOT, state engineers, senior staff, district engineers, local agencies, MPOs, and other public agency and entity leaders.

Rick Ensdorff briefly discussed the project's schedule, highlighting milestones, meetings and working with attendees to develop a program that best meets both the state highway system's and local government's needs. Referring to Dale Buskirk's earlier comments, we will be in an implementation "get the program up and running" stage at this time, next year.



Rick Ensdorff explained that Access Management is defined as a systematic management of location, spacing and design of access roads and access points. Access Management includes state highways. The benefits of Access Management were further explained, including Safety, Mobility, and Economic.

John Beene asked if access management was related to the concept of the seamless transportation system advocated by former ADOT State Engineer Tom Schmitt where the driver is not sure whether they are on a highway, county road, or city street. Dale Buskirk responded that this is different. What access management is about is how one gets on and off of the state system. The function of that state highway is going to be determined across a number of dimensions: how is that access permitted, how it comes onto that state highway, what is the appropriate amount of access of certain highways, etc.

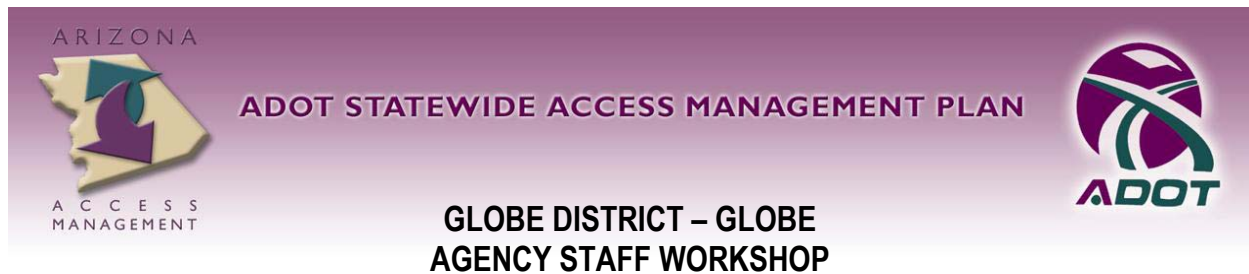
Mark Guereña stated that some routes are called access control routes where access is limited. The permit office controls those routes. Rick Ensdorff added that this creates issues when local agencies and ADOT are not in sync and keeping pace with one another. It takes communication, understanding the process, and knowing what plans are for land use. Also, recognizing that working together when development is imminent or present is critical.

Bill Leister noted that the access management program was long overdue. Pinal County is a good example. No one realized just how much it was going to grow and now there are tremendous transportation problems. Dale Buskirk stated that another example is State Route 69. Years ago, it was a rural two-lane. As the City of Prescott began to grow, there was a need to widen it. It widened to four lanes. Prescott Valley started to grow. So now there is a roadway that is four-lanes and theoretically can carry a lot of traffic, but local folks are now calling it “blood alley” due to the safety problems. One of the benefits of access management is that it is safe. Rick Ensdorff responded that this was exactly what the program was intended to do, to prevent these kinds of things from happening. He reminded attendees that the access management program was not retroactive, but instead would address future, redeveloped, or changing state highway system routes.

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Rick Ensdorff discussed that safety study data shows the more access points there are, the greater potential for accidents. Access Management accidents are defined as occurring at a driveway and state roadway, or, at an intersection and state roadway. Although currently unavailable, Rick hopes to have specific data for Arizona to share with agencies in the near future.

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Rick Ensdorff then walked through the Work Flow Diagram. He mentioned that the Access Management has many benefits and again stressed that ADOT and local agencies need to start a partnership as that will be the key to make this program a success.

Rick Ensdorff remarked that the agency outreach conducted, so far, has revealed that the procedures and policies are not consistent and do not have enough “teeth”. The Access Management plan is to have all state highways designated with classifications. This workshop, and the previously held similar workshops, represent the first key milestone in this project. This project is planned for June 2007 completion. The Management plan consists of several pieces - as outlined in the Access Decisions slide - it's not just permits. Access Management will be an everyday tool that will support long-term use and consistency.

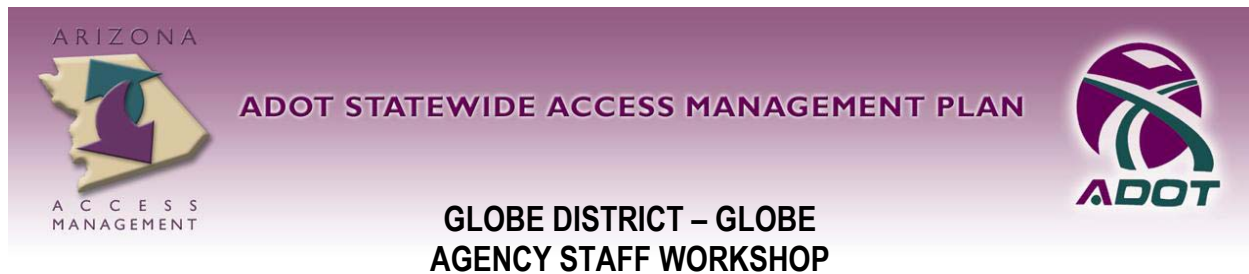
The goal in Safety would be to reduce the incident of car crashes in a 50%, increase pedestrian and cyclists safety and to increase roadway capacity 23-45%.

Rick Ensdorff stated that legal review has been done with the Attorney General. A 3-page white paper is available. The current study is nearly complete, providing an overview of where we are at now and where we are heading.

Rick Ensdorff then discussed the Decision Flow Chart slide. He indicated that the development of the Access Management has not been developed and that it will be by working with those in the room and additional statewide agency staff and resources. He also mentioned that Access Management plans are in place in the following states, Colorado, New Jersey, Florida and some in New Mexico. Arizona will be benefiting from their experience.

Rick Ensdorff then proceeded to the “Classifications” slide in the presentations, noting that this is the heart of the program and what will provide day to day permitting action tools that support state and regional local transportation plans. It will also tie to fit local planning conditions and efforts. He went on to provide some background experience in this area. He also included additional Fort Collins experience examples, such as where the developers actually did homework before applying for a permit based on the classification system, which prevented “the wheel from being reinvented each time.” He also added that a classification system 1) Determines your expected performance, and 2) Provides day-to-day permitting actions that support the state and local transportation plans. Determining the classification process will be interactive between agencies and ADOT.

Rick Ensdorff showed the partial Excel spreadsheet for the state of Colorado's classification. Rick recognized there will be some circumstances that the classifications will require some flexibility, but with a rigid system at implementation, that would be unique. He used Colorado as an example, saying that 90% of the time the classification is clear, but admitted there are those instances, about 10% of the time, where a more flexible option is needed. The clear and defined classification process at the core will limit those unique circumstances, however, it is known that throughout the project some tweaks will be needed. Rick



Ensdorff again outlined the projects deadlines, the final report, including the classifications, which would be complete in June 2007.

As for amending or changing a classification after it has been approved, Rick Ensdorff pointed out it is a rigorous process. Everyone, the locals, ADOT, and State Transportation Board have to agree to these changes. Changing a classification is not common. In Colorado there were only six changes to classifications in the first 10 years, and the majority of those were due to changes in land use.

Rick Ensdorff went on to outline some possible Arizona classifications. The plan is to have these mostly complete by the end of this summer. For the next workshop there will be some real road examples and classifications. Rick Ensdorff also hopes to have examples for each specific to the area. So as not to surprise those at the meeting with this information for the first time, the plan is to update the website and send out correspondence. If you have attended this meeting you will be contacted with updates regarding this project.

Rick Ensdorff mentioned, with the Access Management plan in place, that design guidelines will occur early in the process. Currently, most Access Management plans, for Arizona, are done during construction.

Rick Ensdorff went on to discuss the next steps and action items needed for the program to move forward. He indicated that we need to leave them with important homework. We need them to go back to their organizations and to brief the local agencies and officials, especially the elected officials and senior management, about the Access Management Program. It would also be helpful to engage the business and development community. A letter, from ADOT, is being drafted and will be sent to elected officials in the next couple of weeks. Rick informed the group that the officials will have additionally available to them CDs, brochures, handouts, and the website as a resource and means of participation.

Rick Ensdorff discussed the upcoming district outreach meetings schedule for the project. He stated that the next series would be in September and October for Classification Orientation and in March and April of 2007 for the Implementation Briefings.



The Access Management information can be found on the ADOT Planning site under http://tpd.azdot.gov/planning/am_statewideplan.php. In addition to the website, Rick Ensdorff mentioned that attendees could obtain answers and provide comments through the email address from which Caraly Foreman had set up and from which the invitations were sent: ADOT_SAMP_Project@urscorp.com.

Rick Ensdorff then asked for feedback on the value of this presentation to the attendees and asked for suggestions for the future ones. No additional comments were received at this time.

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Adjournment

The meeting ended at 5:00 p.m.